

MASON'S



Hongkong Daily Press.

ESTABLISHED 1877.

Registered as a Newspaper at the General Post Office in the United Kingdom.

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THE DIRECTORY
& CHRONICLE.
For CHINA, JAPAN, Etc.
1919
Fifty-Seventh Annual Issue.
Prices:
Large Copies ... \$11.00
Abridged ... 7.00
HONGKONG DAILY PRESS, LTD.

No. 19,019.

號九千零九萬一第

日二十月四年未己

HONGKONG, MONDAY, MAY 12TH, 1919.

一拜禮

號二十月五年八國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
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In Bags 50 lbs. net.
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[17]

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TELEPHONE 1219.

[78]

PEAK TRAMWAY COMPANY

LIMITED.

TIME-TABLE

WEEK DAYS.	WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes	8.00 a.m. to 8.30 a.m. Every 15 minutes
8.30 a.m. to 9.00 a.m. Every 15 minutes	9.00 a.m. to 9.30 a.m. Every 15 minutes
9.30 a.m. to 10.00 a.m. Every 15 minutes	10.00 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 15 minutes	11.00 a.m. to 11.30 a.m. Every 15 minutes
11.30 a.m. to 12.00 noon Every 15 minutes	12.00 noon to 1.00 p.m. Every 15 minutes
1.00 p.m. to 1.30 p.m. Every 15 minutes	1.30 p.m. to 2.00 p.m. Every 15 minutes
2.00 p.m. to 2.30 p.m. Every 15 minutes	2.30 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 3.30 p.m. Every 15 minutes	3.30 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 4.30 p.m. Every 15 minutes	4.30 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 5.30 p.m. Every 15 minutes	5.30 p.m. to 6.00 p.m. Every 15 minutes

NIGHT CARS.

8.50 p.m. to 9.00 p.m. Every 30 minutes

9.30 p.m. to 11.30 p.m. Every 30 minutes

11.45 p.m.

SATURDAYS.

Extra Car—12.00 Midnight.

SUNDAYS.

WEEK DAYS.	WEEK DAYS.
7.30 a.m. to 10.30 a.m. Every 15 minutes	10.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 11.30 a.m. Every 15 minutes	11.30 a.m. to 12.00 noon Every 15 minutes
12.00 noon to 1.00 p.m. Every 15 minutes	1.00 p.m. to 1.30 p.m. Every 15 minutes
1.30 p.m. to 2.00 p.m. Every 15 minutes	2.00 p.m. to 2.30 p.m. Every 15 minutes
2.30 p.m. to 3.00 p.m. Every 15 minutes	3.00 p.m. to 3.30 p.m. Every 15 minutes
3.30 p.m. to 4.00 p.m. Every 15 minutes	4.00 p.m. to 4.30 p.m. Every 15 minutes
4.30 p.m. to 5.00 p.m. Every 15 minutes	5.00 p.m. to 5.30 p.m. Every 15 minutes
5.30 p.m. to 6.00 p.m. Every 15 minutes	6.00 p.m. to 6.30 p.m. Every 15 minutes
6.30 p.m. to 7.00 p.m. Every 15 minutes	7.00 p.m. to 7.30 p.m. Every 15 minutes

NIGHT CARS.

As on Week Days.

REMARKS: By arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or by Cash on Order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

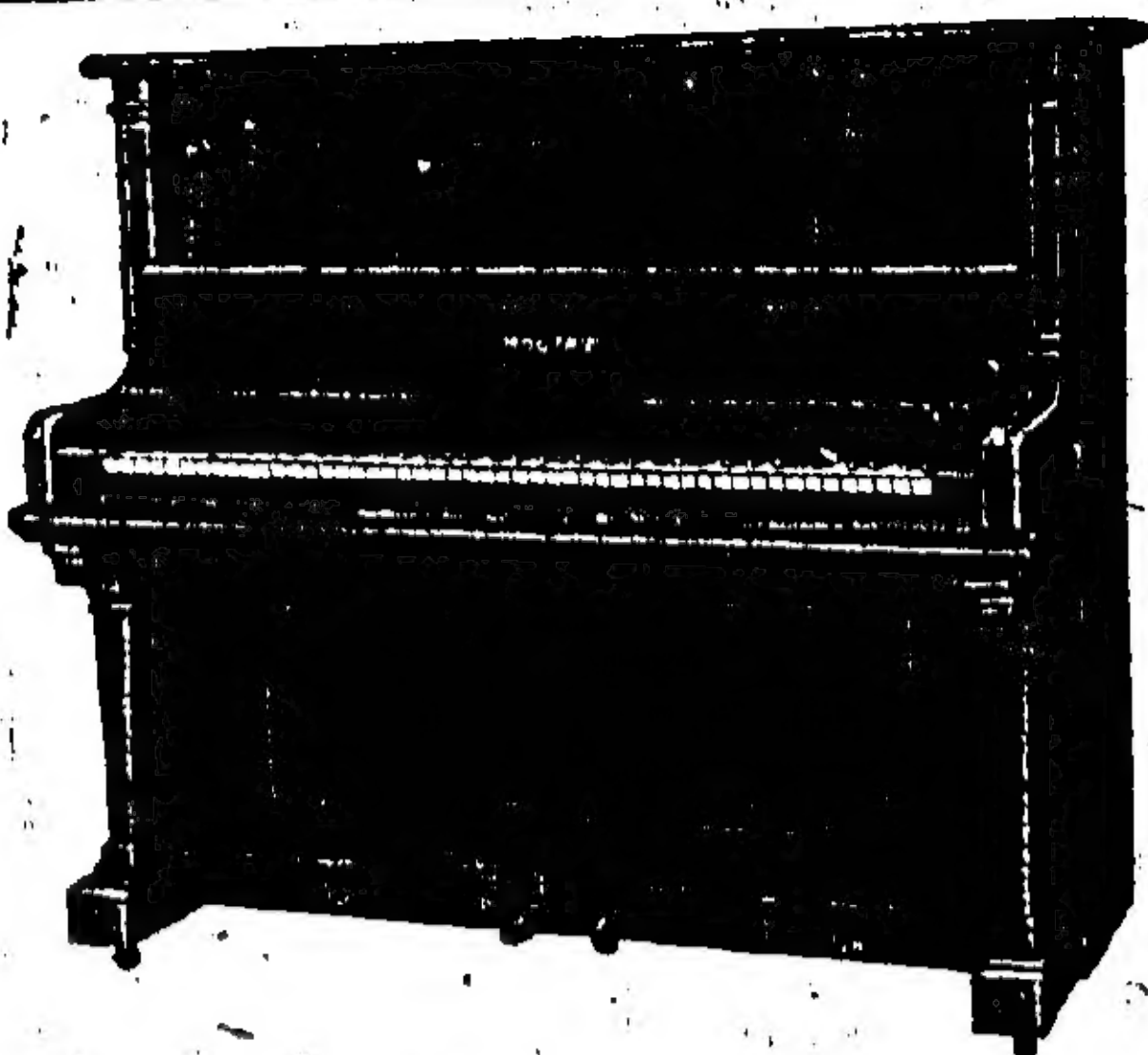
On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express p.m.	No. 2 Local p.m.	No. 3 Local p.m.	No. 4 Through Express p.m.	No. 5 Local p.m.	No. 6 Through Express p.m.	No. 7 Local p.m.	No. 8 Through Express p.m.	No. 9 Local p.m.	No. 10 Through Express p.m.	No. 11 Local p.m.	No. 12 Through Express p.m.	No. 13 Local p.m.	No. 14 Through Express p.m.	No. 15 Local p.m.	No. 16 Through Express p.m.	No. 17 Local p.m.	No. 18 Through Express p.m.	No. 19 Local p.m.	No. 20 Through Express p.m.	No. 21 Local p.m.	No. 22 Through Express p.m.	No. 23 Local p.m.	No. 24 Through Express p.m.	No. 25 Local p.m.	No. 26 Through Express p.m.	No. 27 Local p.m.	No. 28 Through Express p.m.	No. 29 Local p.m.	No. 30 Through Express p.m.	No. 31 Local p.m.	No. 32 Through Express p.m.	No. 33 Local p.m.	No. 34 Through Express p.m.	No. 35 Local p.m.	No. 36 Through Express p.m.	No. 37 Local p.m.	No. 38 Through Express p.m.	No. 39 Local p.m.	No. 40 Through Express p.m.	No. 41 Local p.m.	No. 42 Through Express p.m.	No. 43 Local p.m.	No. 44 Through Express p.m.	No. 45 Local p.m.	No. 46 Through Express p.m.	No. 47 Local p.m.	No. 48 Through Express p.m.	No. 49 Local p.m.	No. 50 Through Express p.m.	No. 51 Local p.m.	No. 52 Through Express p.m.	No. 53 Local p.m.	No. 54 Through Express p.m.	No. 55 Local p.m.	No. 56 Through Express p.m.	No. 57 Local p.m.	No. 58 Through Express p.m.	No. 59 Local p.m.	No. 60 Through Express p.m.	No. 61 Local p.m.	No. 62 Through Express p.m.	No. 63 Local p.m.	No. 64 Through Express p.m.	No. 65 Local p.m.	No. 66 Through Express p.m.	No. 67 Local p.m.	No. 68 Through Express p.m.	No. 69 Local p.m.	No. 70 Through Express p.m.	No. 71 Local p.m.	No. 72 Through Express p.m.	No. 73 Local p.m.	No. 74 Through Express p.m.	No. 75 Local p.m.	No. 76 Through Express p.m.	No. 77 Local p.m.	No. 78 Through Express p.m.	No. 79 Local p.m.	No. 80 Through Express p.m.	No. 81 Local p.m.	No. 82 Through Express p.m.	No. 83 Local p.m.	No. 84 Through Express p.m.	No. 85 Local p.m.	No. 86 Through Express p.m.	No. 87 Local p.m.	No. 88 Through Express p.m.	No. 89 Local p.m.	No. 90 Through Express p.m.	No. 91 Local p.m.	No. 92 Through Express p.m.	No. 93 Local p.m.	No. 94 Through Express p.m.	No. 95 Local p.m.	No. 96 Through Express p.m.	No. 97 Local p.m.	No. 98 Through Express p.m.	No. 99 Local p.m.	No. 100 Through Express p.m.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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Dock)	dep.	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50	7.00	7.10	7.20	7.30	7.40	7.50	8.00	8.10	8.20	8.30	8.40	8.50	9.00	9.10	9.20	9.30	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50	1.00	1.10	1.20	1.30	1.40	1.50	2.00	2.10	2.20	2.30	2.40	2.50	3.00	3.10	3.20	3.30	3.40	3.50	4.00	4.10	4.20	4.30	4.40	4.50	5.00	5.10	5.20	5.30	5.40	5.50	6.00	6.10	6.20	6.30	6.40	6.50

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THE WILD ENGINE.

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"I HAVE DONE WHAT I CAN."

SIR ARTHUR YOUNG'S FAREWELL SPEECH.

H.E. Sir Arthur Young, High Commissioner of the Federated Malay States, bade farewell to the members of the Federal Council at Kuala Lumpur on May 2nd. In reply to cordial tributes from the unofficial members, Sir Arthur Young said:

This is no doubt the last time I shall preside at this Council. I must thank the Rulers for the friendship which they have extended to me during the past 24 years since I came here as Chief Secretary. I value that friendship a great deal, and I can assure them that their deep loyalty to His Majesty has been of the greatest assistance, especially in these times of stress. I thank the Unofficial Members for the kind words in which they have referred to me, and I like the way Mr. Eu Tien Sen put it, "We shall be sorry to lose you." I must say that from the Unofficials I have received good counsel and advice and fair criticism, and criticism in a kindly spirit. They have always given their cordial co-operation to the Government, and especially in these times of war, when the Unofficials have done their best to assist the Hume Government in the prosecution of the war. I cannot pass without referring to the Civil Service, from Sir Edmund Brockman, the Chief Secretary, downwards. I must thank them not only for their excellent work in normal times but for the whole-hearted way in which they have worked for the last 41 years, so as to allow every man from the service that could be spared to go to the front. The other communities in the same way allowed those that were in professions, and occupations to leave for the same purpose, and those that remained behind carried out more than their fair share of a man's work in a climate where work really does tell on one. As to those who went to the front from a comparatively small British population, the figures are not exactly known, but I think you will find there are not less than 200 men who have been killed in action or died from wounds—they died. At any rate, in the cause of justice and right, the glorious cause, and they are to be envied almost—I will leave out the "almost"—in having died for it. Other communities, non-British communities, have helped us during the war. They have been unable to send men to the front, but they have helped in furthering all subscriptions to war purposes. They could not do more than they did. All in this country have been loyal. Malaya, both in men and money, has done its duty. I consider during this war (hear, hear). I will say farewell now to you, Rulers and gentlemen. I have tried—I can conscientiously say, I have done what I can, but everyone's abilities are limited in a way.

TRADE REPORT.

EXPORTS.

RICE.—As foreshadowed in our last report, the local Chinese suppliers have withdrawn from the market, and now refuse to sell any grade of rice even at an advance of a dollar per picul on last week's price.

The British-Indian Government has issued an order that grain and flour will be admitted free into the country up to September 30th, 1913.

The Cuban and New York markets are good buyers, but no business is possible without the commodity, as it would be like playing with fire for any exporter to dare to become a "bear."

The situation will be further aggravated when Europe begins buying for the sunny countries.

PEANUTS, UNSHIELLED.—The recent tariff change shows that the Trans-Pacific Conference has taken the hint contained in our former reports and reduced the rate of freight on this article to \$6.12 per ton of 2,000 lbs. At this rate there is a chance of doing business at \$12 for 30/32 and differentials for other counts.

PEANUT OIL.—\$25 is being asked by Chinese dealers for No. 1 quality, owing to large sales in the north. Locally, we have to record a sale of 18,000 cases for America.

CASSIA, CANTON.—Some good business was effected last week in Shamsen, and the price has advanced to \$3.50 for selected broken. In Saigon quality there is no change.

CASSIA OIL.—75/80 per cent. is quoted at \$21.8 and 80/85 per cent. at \$22.8.

AXTISED OIL.—Notwithstanding the drop reported last week, no business was done at \$14.5.

TEA OIL.—No further business was done at the old price of \$19.50.

WOOD OIL.—There has been a small demand at 16 cents gold for the Pacific coast. The local quotation is \$22 per picul.

VEGETABLE OILS continue to decline in price.

COCONUT OIL seems to be reaching a normal market. A six per cent. acid base has been quoted at 11 cents per lb.

SOYA BEAN OIL has not been in demand as much as Peanut Oil.

LARD remains at last week's quotation of \$36 for July shipment to South America.

Two Chinese who were charged at the Magistracy, on Saturday, with playing *tan-lan*, offered the excuse that they were trying to guess the number of almonds used as counters. Mr. R. O. Hutchison fined them \$5 each, and confiscated \$17.00, found on the gaming table.

AFTER SEVEN YEARS.

SOME IMPRESSIONS OF HONGKONG.

[BY PROFESSOR MIDDLETON SMITH.]

It is only a few hours ago that the *ss. Ivo Marks* steamed south through Sulphur Channel, and even now it seems difficult to believe that our destination is "Home." We shall find London, Great Britain, and the people "over there" very different after seven years. An effort will be made to send back to Hongkong a few impressions of the changes that have taken place, but it is the purpose of this contribution to discuss Hongkong and the ideas about the British in the Far East which have been formed during the last seven years.

The day before we left the Colony Sir Charles Eliot reminded me of the day, exactly seven years before, when we first met in London. He had then been recently appointed first Principal and Vice-Chancellor of the newly-formed University of Hongkong, and he was leaving London for the Far East in order to take up his new duties. The interview made a great impression upon me but it did not lead me to suppose that I should leave London. There was plenty of work to be had for the asking in the Metropolis of the world, and the work that came my way was not drudgery.

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in the early days." It is bad for the individual to get into debt, but philanthropic organisers know that there is nothing dreadful in the idea when it is for a good cause. However, the fact remains that although frequent appeals have been made for funds for the University that institution has until now kept free of debt. But if it is to progress it must increase its expenditure.

THE CHINESE.

It is impossible to work among the Chinese for nearly seven years without forming very definite impressions about them. For my own part, I find it difficult to speak too highly of those with whom it has been my good fortune to come into contact. The students work well and have a respect for learning which makes work with them a pleasure. They are most industrious. The percentage of "wasters" is much less in Hongkong than in the Universities of England. The only difficulty is that usually they like books better than machinery. The men who have surprised me most of all are the Chinese mechanics. They have what we call "the engineering instinct." They are remarkably ingenious and very self-reliant. When once they "save" a new idea they will cheerfully adopt it but they have the national exaggerated respect for "old custom." They make very good artisans and they have an intelligent interest in their work.

The colleges that have worked in the University laboratories have proved themselves to be teachable. It is, of course, probable that wages will increase in the near future, but there is a huge reservoir of unskilled labour in the district around Canton. It will be interesting to note the wages paid in England, but we have obtained intelligent and industrious unskilled labour in Hongkong at ten dollars a month. That is an economic factor that must inevitably increase the prosperity of the trade and industry of Hongkong.

The Chinese have a reputation as traders, but a residence of nearly seven years in Hongkong makes one inclined to believe that the Cantonese are the most wonderful people in trade in the world. The stories of how they have acquired wealth, not only in Hongkong but in the Straits Settlements and the Dutch East Indies, seem to show that they can make bricks without straw. If they cannot do so they most certainly find the straw where others do not notice it.

The weakness of the Cantonese trader, seems to lie in his disinclination to co-operate with others, and in his complete disregard of depreciation. In any engineering enterprise those are obstacles fatal to success. Those are the reasons why it is improbable that Canton will become the centre of any big manufacturing enterprises. The Chinese have confidence in the limited liability companies in Hongkong, as witness the local share market. But, with the single exception of the large reclamation scheme at Kowloon, they do not seem capable of uniting for big industrial enterprise. In recent years they have joined together in Hongkong to form banks, and, as far as it is possible to discover, they have been successful, but the experimental stage is not yet passed.

THE BRITISH IN CHINA.

The war has been responsible for a great increase in sentiment on the subject of nationality. But before the war it was written: "What do they know of England who only England know?" My first impression of the Far East was that the British in China had greatly increased their patriotism by travelling away from their native land. "At Home" we take so many things for granted; abroad we find that those things are not granted. Perhaps in China we appreciate more fully the fruits of such ideas as Magna Charta and the Declaration of Independence when we see the chaos and misery brought about by bad Government; above all else, we appreciate clean dealing in national affairs.

That brings me to my outstanding impression. It is the maintenance of the splendid tradition that the British are not to be bribed. In the Far East—in any Oriental country—the temptations are subtle, the opportunities for forgetting the old tradition many. This is not the place to discuss the efficiency or otherwise of the British Consular and other services of the Far East, but it is excusable to record admiration for the complete vindication by those Services of the Public School traditions of Great Britain.

Finally, a few words about the British men of commerce. The things that have impressed me most are their tenacity and their generosity. The war brought out those characteristics, but even in 1913 it was my good fortune to come to know them in a London journal. It may be true that they lack enterprise, although for my own part I am inclined to think that the facts seem to point the other way. It may be true that they do not welcome new-comers into the field which they have filled—and that is only natural—but it is not true that they are going to throw up the sponge in this great struggle which is about to take place for Far Eastern trade. They remind me of the national emblem, the bulldog. It is said that once that animal has set his teeth into an object one must get his head off before he will let go. That is true of the Briton and the trade of the Far East. He has set his teeth into it, and he has the same tenacity as the bulldog.

First among the competing nations of to-day on the field, pioneer who opened the oyster of Chinese trade, the Briton has shifted his base from Canton to Hongkong. He has built up a wonderful centre of trade and industry that is called a Colony, but the name does not fit the place. It is just a huge trading centre. It is unique in history and in opportunity. Those who have developed it were just average Britons, and, perhaps, intellectually, rather below the average Chinese. But the combination has been irresistible. From the barren rock and the pirate's lair of 1841 there has evolved, by the word of a magician, a beautiful island, a hub of industry. The figures about the population are vague—some say that in 1841 there were less than 5,000 people and that now there are nearly a million. But Hongkong is only at the dawn of its wonderful day of prosperity. In

(Continued at foot of next column.)

ROPING-IN DANGEROUS CHARACTERS.

HEAVY PENALTIES INFLICTED.

More than a dozen men are in the custody of the Police on charges of being connected with armed robberies.

On Saturday, before Mr. R. O. Hutchison, two Chinese were charged with being in unlawful possession of arms.

Inspector Kent stated that the two men, with others not in custody, were stopped by a Chinese constable behind the Victoria School, Wanchai. A struggle ensued, and a second constable went to his comrades' aid. One of the defendants threw a dangerous-looking knife on the ground, while the other man had a loaded revolver and a packet of pepper in his possession. One statement made was to the effect that the men were waiting for some opium smugglers, but other information received suggested that the men were about to commit an armed robbery. The defendants had been connected with several robberies perpetrated in Wanchai and Shaikwan, but, owing to lack of evidence, the Police were unable to charge them directly with the offence.

Mr. Hutchison sentenced the first defendant, who had several previous convictions against him, to a year's hard labour and a fine of \$250; and the second defendant to a year's hard labour.

In view of hold-ups and numerous robberies in Kowloon City, I hope your Worship will take a serious view of the case," said Sergt. Murphy, when charging a Chinese with unlawful possession of a knife.

Defendant was arrested in Hungnam, in the early hours of Saturday morning, evidently intending to commit a felony. Mr. Hutchison fined defendant \$250, with the alternative of two months' hard labour.

BANK NOTES IN CIRCULATION IN APRIL.

Returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong during the month ended April 30th as certified by the managers of the respective Banks:

Banks.	Average Specie in Reserve.
Chartered Bank of India, Australia and China	7,111,932 5,000,000*
Hongkong and Shanghai Banking Corporation	29,318,500 17,000,000
Mercantile Bank of India, Ltd.	1,162,047 550,000†
Total	\$31,390,479 22,550,000

*Sterling Securities deposited with the Crown Agents valued at \$240,000.
†Securities with the Crown Agents \$125,000.

THE NAVY LEAGUE.

The Committee of the Navy League passed the following resolution on March 20th:—

"Whereas the House of Representatives in public session at Washington on March 4th, 1913, passed a resolution relating to the rights of Ireland to self-determination, and to the desirability of the Peace Conference giving favourable consideration to the transfer of authority, *inter alia*, over Irish ports, harbours and communications, from His Majesty's Government to an Irish Directorate;

"The Executive Committee of the Navy League deem it their duty to call public attention to the necessity of preserving in Imperial and Allied interest, both in peace and war, absolute control over Irish ports, harbours and communications, and in maintaining inviolate the 'Freedom of the Seas' in the British sense of the term."

Twenty or thirty years' time there may easily be three or four million people living in the security which it offers. It is the centre of gravity of British commercial interests in China. It is the home of fine traditions and courageous men. It is a place of which we who live in it may well feel proud.

When the friends of that era which was before 1912 ask me about the future of the British in China it will be impossible to be other than optimistic. It will be difficult to restrain the words of praise concerning those who have built and who are building up the new Far East. When they ask me: "What man out there impressed you most favourably?" My answer will be "Sir Richard Dane."

He was so typically British. On two occasions we had long conversations, and after the last one my note was: "If only China had a Sir Richard Dane at the head of national finance, and another one managing the Board of Communications!" For the one great hope for China is an extension of the system of the Maritime Customs until a new generation of officials has been trained. Fortunately, there are indications that, now that the German intriguers are gone, there will be an increase in friendship between Anglo-Saxons and Chinese. That is a course well worth working for. It will benefit not only the Chinese and British, but also the whole of the world. For the great menace to China as she now is must strike the hearts of those who realise the evils of the cancer. It is called Bolshevism. It is for the British in China to assist in keeping the country free of that peril.

SPORT.
CRICKET.

R.G.A. DEFEAT THE R.E.

The R.G.A. closed their League season—and, in all probability the League season of 1918-19, for there is a likelihood that the Kowloon R.C.C. match will be abandoned—at Happy Valley on Saturday by scoring a very fine win against the Royal Engineers. The R.G.A., who have had a very remarkable season, are to be congratulated.

Sound batting by Mann and Talfourd were features of the R.G.A. innings. The Engineers' bowling was never loose, and Sutherland, the slogger of the side, had "a short life but a gay one" in attempting to hit out.

The R.E. put up, on the whole, a much better fight than many expected. Lt. Col. Coles, one of the best batsmen in the Colony, was once again top scorer. The Engineers played only ten men. If Lawrence had been present, the finish would have been even more sporting. As it was the R.G.A. won by 26 runs. Scores:—

R.G.A.

Corpl. Mann, b. Conner	31
Gr. Middleton, b. Pascall	1
C. Q.M.S. Talfourd, c. Coles	30
Pascall	20
Serge. Athorne, c. Heath, b. Coles	1
Lieut. Sutherland, c. Taylor	13
Pascall	13
S. M. Torley, c. Waki, b. Coles	17
L. Torr, b. Conner	1
Gr. Perkins, c. Conner, b. Rhodes	6
Gr. Sharp, b. Coles	8
Gr. Baines, c. Heath, b. Rhodes	8
Corpl. Green, not out	5
Extras	5

Total

126

Bowling Analysis

Pascall	9	3	20	2
Conner	12	2	40	3
Coles	7	0	39	2
Raworth	2	0	13	0
Rhodes	3.2	1	9	3

R.E.

Major Taylor, c. Green, b. Athorne	15
Lt. Ramworth, b. Athorne	1
Lt. Col. Coles, c. Torley	25
Athorne	1
Serge. Heath, b. Baines	3
Capt. Waki, c. Mann, b. Baines	3
Corpl. Conner, b. Athorne	10
S. M. Jewsbury, b. Baines	2
Corpl. Pascall, not out	12
Pte. Rhodes, b. Baines	15
Lieut. Corpl. Fenkes, c. Green, b. Athorne	0
Lieut. Corpl. Lawrence, absent	0
Extras	5

Total

100

Bowling Analysis

Baines	15	3	43	4
Athorne	14.8	1	52	5

FRIENDLY MATCH.

MR. RUMJAHN'S XI. DEFEATS MR. PONSONBY-FANE'S XI.

An interesting match was played on Saturday, on the University ground, between teams captained by Mr. A. H. Rumjahn and Mr. R. Ponsonby-Fane, respectively. The game ended in a win for the former team by 27 runs.

Batting first, Mr. Rumjahn's XI. scored 110 runs. D. K. Samy, who was in good form, contributed 24 runs to this total. Mr. Fane's XI. replied with 83. G. E. Marley being responsible for 21. Scores:—

MR. RUMJAHN'S XI.

A. Arculli, b. Marley	13
S. A. Ismail, b. Marley	15
G. C. Earde, c. Robinson, b. Fane	10
A. A. Rumjahn, b. Fane	1
A. N. Other, c. Fane, b. Marley	16
D. K. Samy, c. Fane, c. Cavanagh	24
A. H. Rumjahn, b. Marley	0
D. Rumjahn, c. Hall, b. Marley	10
S. A. Ismail, st. Fane, b. Marley	6
D. Khuras, l.b.w., b. Cavanagh	0
E. Moosdeen, not out	2
Extras	14

Total

110

Bowling Analysis

Cavanagh	10	0	31	2
Marley	15	4	40	6
Ponsonby Fane	6	0	25	2

MR. PONSONBY-FANE'S XI.

G. E. Marley, b. Earde	24
H. Ching, b. Earde	9
C. Cavanagh, b. Earde	0
J. D. Wright, b. A. N. Other	0
A. O. Brown, c. A. Ismail, b. A. N. Other	5
G. C. Robinson, c. Samy, b. A. H. Rumjahn	11
W. Hall, b. A. H. Rumjahn	12
R. A. Ponsonby Fane, not out	14
A. J. Kew, b. A. R. Rumjahn	4
W. Brown, run out	0
N. M. Bux, run out	7
Extras	7

Total

83

Bowling Analysis

A. N. Other	14	4	31	2
G. C. Earde	7	0	26	3
A. H. Rumjahn	6	0	16	3

MR. RUMJAHN'S XI.

2nd Innings.	
D. K. Samy, c. Robinson, b. Hall	25
G. C. Earde, c. Hall, b. Marley	2
A. N. Other, c. Robinson, b. Marley	7
S. A. Ismail, b. Marley	2
A. H. Rumjahn, st. Fane, b. Wright	10
D. Rumjahn, not out	0
E. Moosdeen, c. add b. Wright	0
Extras	2

Total (for 6 wickets)

48

ROYAL HONGKONG YACHT CLUB.

CLOSING CRUISE OF 1918-1919 SEASON.

DISTRIBUTION OF PRIZES.

Those yachting enthusiasts who have not yet been able to take the long-deferred holiday Home gathered in good numbers at the Royal Hongkong Yacht Club, on Saturday afternoon, to witness the closing cruise of the 1918-1919 season, and the distribution of the championship and other prizes. In spite of the uncertain weather, which necessitated more than one race being sailed a second time, the season has been a very successful one. To Messrs. D. K. Blair and H. S. Rouse, who shared the onerous duties of Sailing Secretary, is due the chief credit for an enjoyable season under adverse weather conditions.

Saturday's programme consisted of two events in the cruiser class—one for the Chinese rigs and the other for the English rigs—and four ladies' yacht races—two for Chinese rigs in the Handicap and One Design Classes, and two for English rigs in the Heyward Hays Class and Gael Classes. The results were as follows:—

CRUISER CLASS—CHINESE RIGS—1. *Lady Jenn*, owned and sailed by Mr. P. C. Potts; 2. *Dorothy II*, owned and sailed by Mr. F. M. Hurley; 3. *Niobe*, owned and sailed by Mr. A. R. Lowe. This race would have been an easy win for *Niobe*, but when she was rounding the Channel Rocks the wind carried away one of her battens, so that it was necessary for her to luff in to the wind and remain stationary for several minutes while repairs were effected.

CRUISER CLASS—ENGLISH RIGS—1. *Irene*, sailed by Capt. Arthur. *Vivienne*, sailed by Mr. E. M. Sleight, the only other competitor, had her mainmast carried away by the wind, and gave *Irene* a walk-over.

HANDICAP CLASS—CHINESE RIGS—1. *Diana*, sailed by Mrs. Arthur; 2. *Dorothy*, sailed by Mrs. Macaulay; 3. *ONE DESIGN CLASS—ENGLISH RIGS—1. *Daphne*, sailed by Miss Cochrane; 2. *Haley*, sailed by Mrs. Taylor.*

HEYWARD HAYS CLASS—CHINESE RIGS—1. *Lybeth*, sailed by Mrs. Gray; 2. *Dawn*, sailed by Miss Ramsey.

Gael CLASS—ENGLISH RIGS—1. *Gael*, sailed by Miss Stokes; 2. *Tecla*, sailed by Mrs. Rouse.

After a few minutes at tea, the gathering collected round the table on which the prizes were arranged. The Hon. Mr. Claud Severn said that although he knew the Commodore had sailed for Home and the Acting Commodore had taken a trip to Canada, he had not anticipated that he would have to say anything, but, no sooner had he landed, than he was told by the Hon. Secretary that he would have to make the customary remarks in dealing with the events during the season. He was sure that they all felt regret at the absence of Sir Henry May and Lady May. This was the first closing cruise for many years at which Sir Henry May, Lady May and their family have not been present. There would be another occasion on which they could express their appreciation of the leading part which Sir Henry May had taken in yachting in Hongkong for many years. They all regretted that they did not see the *Diana* come in first, with Miss Dione May sailing her, but the *Diana* was in capable hands and he hoped she would again repeat her record of the past. Mr. Denison, who was sailing her now, had won the championship of the Handicap Class. Mr. Hurley, a new owner, had won the Chinese Rig Cruiser Class Championship. Some of the wins during the past season were not good. On two occasions there was a dead calm and the boats did not come in till the middle of the night, and those officials who had waited so patiently on the Murray Pier for them deserved many thanks. After going through the list of winners, Mr. Severn said his boat, the *Oenone*, had won one of the special prizes because of the skillful navigators who had accompanied him. (Laughter.) Mr. Hodgson's *Argus* was a yacht with enormous possibilities—a sort of "hush boat." (Laughter.) If those who did not sail knew of the mental and physical and excitement of yachting many more would take to yachting. The Club was extremely grateful to the officers who had worked so hard during the season—Mr. McDougall, Mr. Blair (to whom, as he said before, the Club owed a very great debt), and Mr. Rouse, who had acted as Sailing Secretary during the latter part of the season with great energy and tact. His was an office that required a great deal of tact, for yachtsmen were touchy people. He was very pleased that Mrs. Pollock had consented to give away the prizes. Mr. Pollock was one of the oldest members of the Club.

The prizes, which were then presented by Mrs. Pollock, were as follows:—

CHAMPIONSHIPS: SEASON 1918-1919.
CRUISER CLASS—CHINESE RIGS—1. *Dorothy II*, Mr. F. M. Hurley; 2. *Niobe*, Mr. A. R. Lowe.
CRUISER CLASS—ENGLISH RIGS—1. *Irene*, Mr. R. Sutherland; 2. *Norvegan*, Mr. E. M. Sleight.
HANDICAP CLASS—1. *Dione*, Sir F. H. May, R.C.M.G. (sailed by Mr. A. Denison); 2. *Rolla*, Mr. P. C. Potts.
ONE DESIGN CLASS—1. *Aitka*, Capt. S. Aitken; 2. *Daphne*, Mr. F. R. Smyth (sailed by Mr. J. E. Stoneman).
HEYWARD HAYS CLASS—1. *Urrula*, Mr. H. S. Rouse; 2. *Lybeth*, Mr. A. D. Kaigwin.

Gael CLASS—1. *Gael*, Mr. W. J. Owens; 2. *Joan*, Mr. P. M. Hodgson.

OTHER PRIZES.
Dorothy II, Cup presented by Mr. F. M. Hurley; *Oenone*, H.E. Mr. Claud Severn, C.M.G.
Irene Cup, presented by Mr. R. Sutherland; *Norvegan*, Mr. E. M. Sleight.
Aitka Cup, presented by Capt. S. Aitken; *Daphne*, Mr. F. R. Smyth (sailed by Lt. Col. Coles).
Urrula Cup, presented by Mr. H. S. Rouse; *Lybeth*, Mr. A. D. Kaigwin.

(Continued at foot of next column.)

THE BANYARD MUSICAL COMEDY COMPANY.

"THE SUFFRAGETTES."

The Banyards give us a new style of entertainment. It may be as old as the hills in America but nothing quite like it has been seen in Hongkong before, and the crowded audience at the Theatre Royal on Saturday evening received it with relish. One would imagine, from the encomiums heard on all sides, that the theatre will be well filled every night this week at any rate. The entertainment is presented in the guise of a musical comedy. That all-embracing title is used to cover a great deal that is both good and bad in theatrical performances. The piece given was named "The Suffragettes," but it must never be imagined that it was even in any remote way connected with the cause of woman's rights. The American beauty chorus chose to introduce themselves as suffragettes—that is where the plot began and ended—and in their short, gaily-striped trousers and fantastic headgear they did not, as may be imagined, bear any close resemblance to those heroines who went on hunger-strikes and sacrificed all manner of good things for the sake of principle.

The programme referred to "The Suffragettes" as a laughing, musical absurdity, in two jolly spasms. That is, perhaps, a fair description. All the way through, there was something to laugh at. After the beauty chorus had done their little turn and had danced along a board half way across the theatre in order to make eyes at, and live up to, the staid individuals in the stalls, on would come "Baron Cohen" and his confidence man, "Mike Sweeney," to play the fool. When they had gone, the "Baroness Cohen" would make her appearance, and in the language of the American playwright, she was the greatest "scream" of all. With the aid of a long striped skirt and a dress-making of being about six and a half feet tall, and her stage mannerisms and her acting were wholly in keeping with her gawky appearance. It was extravagantly absurd, but was none the less amusing on that account to those who viewed it in the right spirit. Even His Excellency could scarcely have been seriously annoyed when one of the sweet young things spread her arms towards his box in a gesture of entreaty and warbled "Hello, I've been looking for you." All the songs were more or less of this pattern. It must be admitted that the chorus was not composed of a group of little Melbas, but there is no need, in the circumstances, to be too critical in that respect. The music was bright; there was plenty of melody, and the band worked away with a will to make up for any minor deficiencies.

Such, in perspective, the entertainment provided by the Banyard American Musical Comedy Company appears to us. There is little necessity to individualise those taking part, although mention may, perhaps, be made of Miss Myrtle Dingwall, who comes into a department by herself and, possessing a very sweet voice, sings several good songs. There is also, of course, a fair amount of dancing and in this form of exercise the company excels. The majority of residents in the Far East go to the theatre, so it is said, simply to be amused. These will unanimously agree, we think, that for their purpose the Banyards certainly "deliver the goods."

To-night "The Suffragettes" will be repeated.

LAWN TENNIS.

C.R.C. "A" v. U.S.R.C. "B."

A match in the Hongkong Tennis League between C.R.C. "A" and U.S.R.C. "B" took place on the courts of the first-named club, and resulted in a win for the C.R.C. by 79 games to 20.

Wong Po Kie and Lo Man Pan beat Gray and Macaulay, 9-3; beat 2 Maybaw and McConnell, 9-3; beat 3 Claxton and Smalley, 9-2.

Yew Man Tsun and Hung Man To beat Gray and Macaulay, 10-1; beat Maybaw and McConnell, 8-3; beat Claxton and Smalley, 10-1.

Wong Po Kie and Lo Man Pan beat Gray and Macaulay, 9-2; beat Maybaw and McConnell, 7-4; beat Claxton and Smalley, 9-3.

Gael Cup, presented by Mr. W. J. Owens, *Joan*, Mr. P. M. Hodgson. Commodore's Cup racing yachts, presented by Mr. R. Sutherland, Handicap Class *Rolla*, Mr. P. C. Potts; One Design *Boita*, Mr. T. A. Martin; *Urrula* and *Gael*, Mr. W. J. Owens (sailed by Mr. J. E. Stoneman).
Commodore's Cup, Cruiser Class, presented by Mr. R. Sutherland, Chinese Rig *Niobe*, Mr. A. R. Lowe; English Rig *Argus*, Mr. P. M. Hodgson.

For a Series of Races for One Design, H. Hays and Gael Classes.
Urrula Prize, presented by Mrs. F. S. Rouse, *Daphne*, Mr. F. R. Smyth (sailed by Mr. J. E. Stoneman).
Boita Prize, presented by Mrs. D. K. Blair, *Aitka*, Capt. S. Aitken.
The prizes having been distributed, little Miss Kathleen Lowe, presented Mrs. Pollock with a handsome silver vase containing a small bouquet. After the usual cheer the gathering dispersed.

JUVENILE OFFENDERS IN GAOL.

QUESTIONS BY THE HON. MR. C. G. ALABASTER, O.B.E.

The Hon. Mr. C. G. Alabaster gave notice to the Legislative Council on April 26th of the following questions:—
1. Will the Colonial Secretary lay on the table a return showing how many juvenile offenders under the age of 16 are at the date of the return confined in Victoria Gaol, with the age, date of conviction, term of imprisonment, and offences of each prisoner.

2. What provision is made in the gaol for keeping juvenile offenders apart from adult prisoners, in accordance with Prison Regulation No. 210?

3. Are juvenile offenders—
(a) allowed special library books and books of instruction throughout their sentences?

(b) employed with other juvenile offenders in workshops?

(c) instructed in a trade, and
(d) exercised twice daily with a view to their physical development, in accordance with Regulation 221?

The reply by the Government showed that there were nine juvenile offenders in gaol serving sentences of varying terms of imprisonment. In one case a youth was fined \$10,000, with the alternative of 18 months' hard labour, under the Opium Ordinance.

2. Juvenile offenders work in their cells and are exercised separately.

3. (a) The reply is in the negative.

(b) Juvenile offenders are not employed in the workshops.

(c) The reply is in the negative.

(d) The reply is in the affirmative.

The number of juvenile offenders in gaol at the present time is unusually high. In the ordinary course only one or two such offenders are in gaol at any one time.

"HE'D OVER HEELS IN LOVE."

MARRIED MAN'S INFATUATION FOR A GIRL.

The infatuation of a married man for a young Chinese girl, seventeen years of age, resulted in the man's appearance in the dock at the Magistracy, on Saturday, to answer a charge of harbouring the girl, without the consent of her parents.

The parties lived as man and wife at No. 17, Shanghai Street, for a considerable time till the Police intervened, at the request of the girl's mother.

Mr. D. J. Lewis, representing the defendant, said that the girl's mother had insisted on her betrothal to a man from the country. This the girl resented, as she was "head over heels in love" with defendant. On one occasion when the mother pressed the other man's suit, the girl attempted to commit suicide. One day defendant informed her that he was married and had children, but that he was ready to make her his concubine. She replied that she was willing, and informed him that her mother had consented to it. The mother, however, emphatically denied this. One day the defendant met the girl's mother in the street, and she asked him to go with her to the Police Station. The man complied with her request, and a charge was brought against him.

Mr. W. Schofield, of the Chinese Secretariat, said that defendant had kept the girl for a long time and it was doubtful if the mother had given her consent to the union.

Mr. Lewis said that defendant had acted fairly and squarely in the matter. He had informed the girl that he was a married man, and had only accepted her into his household when she informed him that she had obtained her mother's consent.

Mr. Lindsay sentenced defendant to six weeks' hard labour.

THE WAR SAVINGS.

TWENTY-NINTH LIST OF THE ASSOCIATION.

During last month War Loan was purchased by the Hongkong and South China War Savings Association for its members, amounting to \$128,768.33 (Straits Currency). The amounts paid in were invested in Straits Settlements War Loan at 4½ per cent. All moneys paid in with a view to be invested in British War Loan at 5 per cent.

The membership of the Association has reached 1,287.

The subscriptions received last month in local currency amounted to \$68,065, bringing the total received to date to \$2,324,395.

The subscription in Straits currency received since the last investment amounted to \$23,783.15, bringing the total to \$768,249.46.

The subscriptions in sterling received since the last investment amounted to 13s. 9d., bringing the total to 218,647 11s. 3½d.

At Kuala Lumpur, F.M.S., on May 2nd, the Hon. Mr. Lemon, British Resident, Negri Sembilan, who spent about a month in Hongkong recently with Mrs. Lemon as the guests of the Hon. Mr. Claud Severn, was presented with the insignia of the 3rd class of the Most Distinguished Order of St. Michael and St. George, H.E. Sir Arthur Young, in making the presentation, said:—Arthur Henry Lemon, from June, 1906, when I first came out to Malaya, until the time I left the F.M.S. in February, 1911, we worked together more or less in the same office, and it now happens that probably the last presentation I shall make, I am now about to make to my old friend.

LANE, CRAWFORD & CO.

FURNISHING DEPT.

WE HAVE JUST RECEIVED

A LARGE STOCK OF

PLAIN CASEMENT CLOTHS

IN ALL SHADES.

CRETONNES and TAFETTAS

IN NEW COLOURINGS AND DESIGNS.

PLAIN and FANCY MUSLINS

AND

LACE CURTAINS

IN A NEW RANGE OF DESIGNS.

ALL ABOVE GOODS ARE OF

BRITISH MANUFACTURE

MODERATE IN PRICE AND WILL

WASH and WASH WELL.

PATTERNS ON APPLICATION.

LANE, CRAWFORD & CO.

VICTORIA THEATRE

May, 12th, 13th and 14th,

9.15 p.m.

HOUSE PETERS

"THE HAND OF PERIL"

in 5 parts

and Various Comies.

MATINEE

Thursday, May 15th, at 3.15 p.m.

JUST JIM

featuring

HARRY D. CAREY.

Remember Thursday, May 15th,

RUTH ROLAND

in

A Pathe Cyclonic Serial

"HANDS UP."

BOOKING AT ANDERSON'S.

MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE.

AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply—

CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand."

Office—31, OLD GILMAN STREET, Tel. No. 2896.

Manufactory—19/23, ARGYLE STREET, Mongkok, Tel. No. K268.

Hongkong, March 3rd, 1919.

Powell Ltd.
TELEPHONE 346



HAVE
THE
BEST
SELECTION
OF

GENTLEMEN'S
HIGH-CLASS
SUMMER
UNDERWEAR.



INTIMATIONS

HONGKONG AND SOUTH CHINA
WAR SAVINGS ASSOCIATION.

NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF
CANTON, LTD.
Hon. Secretary. [739]

THE HONGKONG ELECTRIC CO.
LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY GENERAL MEETING will be held at the Company's Office, St. George's Buildings, on SATURDAY, May 17th, 1919, at 11.30 A.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 25th February, 1919, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 2nd May, to the 17th May, 1919, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & Co., Agents. Hongkong, April 28th, 1919. [590]

THE CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY EIGHTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on WEDNESDAY, MAY 21st, 1919 at 11.30 A.M. The TRANSFER BOOKS and REGISTER of Members of the Company will be CLOSED from the 7th May to the 21st May, both days inclusive. Immediately after the above-mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles purpose to ask the Consulting Committee to sanction a call of \$50 per share in respect of the monies unpaid on the shares held by members of the Company. At the same time the General Agents will also, under Article 104 (b), ask for the sanction of the Consulting Committee to the payment of a Special Dividend of \$50 per share (payable immediately after the call) out of the Reserve Fund. Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e., until including the 4th June, 1919. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, April 30th 1919. [4705]

UNION INSURANCE SOCIETY OF
CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SIXTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, MAY 22nd, 1919, at 10.00 A.M. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc. The TRANSFER BOOKS of the Society will be CLOSED from May 15th to May 22nd, both days inclusive. By Order of the Board, C. H. P. HAY, Deputy General Manager. Hongkong, May 9th, 1919. [738]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, MAY 22nd, 1919, at 12.45 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from May 15th to May 22nd, both days inclusive. By Order of the Board, C. H. P. HAY, Deputy General Manager. Hongkong, May 9th, 1919. [737]

BRITISH TRADERS' INSURANCE
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on THURSDAY, MAY 22nd, 1919, at 12.45 P.M., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc. The TRANSFER BOOKS of the Company will be CLOSED from May 15th to May 22nd, both days inclusive. By Order of the Board, C. H. P. HAY, Deputy General Manager. Hongkong, May 9th, 1919. [737]

PALACE HOTEL, KOWLOON,
Corner of Haiphong and Hankow
Roads.

Tel. Nos.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurbished, is now up-to-date in every respect and under English Management. Cuisine under personal supervision of the Proprietor. BAR AND BILLIARD ROOMS. TERMS MODERATE. Special Arrangements for Families on Application to. I. A. C. HERRBY, Proprietor. [109]

INTIMATIONS

TO LET.

AT THE PEAK, with immediate possession, No. 3 MOUNTAIN VIEW, Furnished or Unfurnished. Apply to— H. E. POLLOCK, Supreme Court. [735]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition. Address— "A. B.", Care of "Daily Press" Office. [589]

TO LET

NO. 102, THE PEAK, 2-Room House at the Peak. Apply to— PERCY SMITH SETH & FLEMING [523]

TO LET.

A FLAT in Nathan Road, Kowloon. A Flat in Humphreys Buildings, Kowloon. Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [61]

THE PEAK.

FOR SALE, A FIVE-ROOMED Residence. For particulars apply to— "X.Y.Z.", Care of "Daily Press" Office. [424]

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

[51]

AUCTIONS

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332. FAVOURED with instructions from The Concerned, will sell by Public Auction TO-DAY (MONDAY), May 12th, at 2.15 P.M., at his Sales Room,

A QUANTITY OF
MISCELLANEOUS GOODS,

Comprising— Blankets, Serge, Towels, Combs, Soap, Gramophones, Type-writers, Brushes, Skates, Bicycles, Provisions and Sundries; also an Assortment of Useful Household Linens, Drawn Work and Embroideries. Terms—Cash on Delivery. Hongkong, May 8th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332. FAVOURED with instructions from The Concerned, will sell by Public Auction TO-DAY (MONDAY), May 12th, 1919, at 2.30 P.M., at his Sales Room

A LARGE QUANTITY OF
SHIPCHANDLERS' GOODS,

Also 900 pieces Leather. Terms—Cash on Delivery. Hongkong, May 10th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332. FAVOURED with instructions from The Concerned, will sell by Public Auction on WEDNESDAY, May 14th, 1919, at 2.15 P.M., at his Sales Room

USEFUL HOUSEHOLD FURNITURE
AND EFFECTS,

Comprising— Blackwood Furniture, Teakwood Mirror, Doot Wardrobes, Chest of Drawers, Clocks, Carpets, Rugs, Easy Chairs, Ornaments, Dining and Card Tables, Single and Double Beds, Bedsteads, Curtains, Brass Figures, Knives, Forks, Spoons, Glass and Crockery, Vases, Bowls, Electric Fans, Typewriters, Piano and a lot of Sundries. Terms—Cash on Delivery. Hongkong, May 8th, 1919. [284]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On WEDNESDAY, May 21st, 1919, at Noon, at his Sales Rooms, Duddell Street.

The Wreck of the S.S. "CHIYOJIMARU" as she now lies off the Lema Islands. Terms—Cash on fall of the hammer, when vessel will be at purchaser's risk. GEO. P. LAMBERT, Auctioneer. [730]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "ARCHER" VOY 1-OUT.

FROM SAN FRANCISCO, HONOLULU JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit, signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 14th, 1919.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after May 14th, will be subject to sale.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, Alexandra Buildings. Hongkong, May 9th, 1919. [743]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES

FROM LONDON AND STRAITS.

THE Steamship

"GLENAMOI."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 16th May, at 5 P.M., will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 16th May, 1919, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, May 8th, 1919. [743]

NOTICE TO CONSIGNEES.

S.S. "DILWARA."

Arrived Hongkong on May 9th, 1919.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo— From Persian Gulf, ex S.S. B. L. S. N. and H. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days, including date of arrival, will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns. MACKINNON, MACKENZIE & CO., Agents, P. O. B. I. & "ARCAH" Cms. Hongkong, May 9th, 1919. [1]

NOTICE TO CONSIGNEES.

S.S. "HWAHKUN"

Arrived Hongkong on May 8th, 1919.

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns. MACKINNON, MACKENZIE & CO., Agents, P. O. B. I. & "ARCAH" Cms. Hongkong, May 9th, 1919. [1]

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JULY TO DECEMBER, 1918. With Index, Price \$7.50. On Sale at the HONGKONG DAILY PRESS Office.

INTIMATION



TWO

DELICIOUS

AND

REFRESHING

SUMMER DRINKS

WATSON'S

LEMON

SQUASH

AND

ORANGE

CHAMPAGNE

A. S. WATSON & CO.

LIMITED.

BRATED WATER MANUFACTURERS

TEL. 438.

DEATH.

DOUGLAS—At Dumfries, Scotland, on April 23rd, MARY, the beloved wife of J. F. Douglas, of Hongkong. (By cable.) [744]

ACKNOWLEDGMENT.

The family of the late Mrs. EUGENIA MARIA DE SOUZA beg to thank their numerous friends for their expressions of sympathy and floral tributes in their sad bereavement. [743]

HONGKONG OFFICE: 10, DES VOGES ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 12TH, 1919.

THE ALLIES AND GERMANY.

THE peace-terms offered to Germany should completely reassure those who feared that the Allies might be swayed by "mawkish sentiment." For the next thirty years, probably, Germany will be making atonement for her crimes, and before the end of that time, we may hope, the demon of militarism will have been thoroughly exorcised. Meanwhile, she will not have the power, even if she has the wish, to carry out any aggressive designs. Her Army is to be limited to 100,000 men, recruited on a voluntary basis for not less than twelve consecutive years' service, and, to guard against any attempt to train an undue proportion of officers clandestinely under this arrangement, it is stipulated that there shall only be 4,000 officers, at most, included in the Force, and that they shall serve for twenty-five years. The Naval forces in commission must not exceed six battleships of a specified type, six light cruisers, twelve destroyers and a similar number of torpedo-boats. No submarines will be permitted. The total exclusive personnel of the Navy may not exceed 15,000, including a maximum of 1,500 officers and warrant officers, recruited entirely by voluntary engagement for terms similar to those obtaining in the sister service. Neither naval nor military air-forces will be allowed. Government arsenals are to be suppressed, and the production of private munition works is to be restricted to an amount considered necessary by the

Allies. The manufacture or importation of poison gas, liquid fire, tanks and armoured cars is totally forbidden. As we have already pointed out, Germany will be stripped of all her overseas possessions and shorn of some of the territories which she has incorporated within her borders at the expense of her neighbours in the past against the wishes of the inhabitants. Accepting, on behalf of herself and her Allies, the responsibility for the damage suffered by the Associated Powers "as a consequence of the war imposed upon them by the aggression of Germany and her Allies," she undertakes to make reparation for all personal injuries inflicted upon civilians and damage done their property by acts of war, including forced labour, maltreatment of prisoners, bombardments from the air and exposure at sea. She will also pay the cost of pensions and separation allowances; return levies and fines imposed upon occupied territories; restore all cash and articles which can be identified as belonging to the Allies; relinquish all monies deposited with her by Austria, Turkey or Bulgaria; and discharge Belgium's financial indebtedness to the Allies. At the same time she will devote her economic resources directly to the physical restoration of the invaded areas, replace the machinery, etc., she destroyed, and manufacture materials required for reconstruction purposes—"all with due consideration for Germany's essential domestic requirements."

As compensation for the heavy losses of tonnage suffered by the Allies owing to the illegal submarine campaign, Germany agrees to cede all her merchant ships of 1,600 tons gross and upwards, half her ships between 1,000 and 1,600 tons gross, and one-fourth of her steam-trawlers and other fishing vessels. In addition, she will build a million tons of shipping for the Allies, in annual instalments of 200,000 tons during the next five years. Germany's total obligation will be determined by an Inter-Allied Commission of five members, "after a fair hearing," not later than May 1st, 1921, and at the same time a schedule of payments for discharging that obligation within thirty years will be presented. In the interval, Germany will be required to surrender one thousand millions sterling in specie, merchandise, or some other approved form. As a guarantee for the due execution of the Treaty, an Army of Occupation, maintained at Germany's expense, will hold the territory on the west bank of the Rhine, together with the bridgeheads, for fifteen years, unless all the conditions should be complied with before the expiration of that period. At the end of each five years certain districts will be evacuated if it be found that Germany has fulfilled her undertakings faithfully up to that time. In the event of any deliberate default, not only will the evacuated areas be re-occupied, but economic and financial prohibitions and reprisals and other measures will be enforced. Severe though those terms are, they are not more severe than the circumstances warrant. That Germany would have been still more exacting if her schemes had succeeded is shown by the recently published memorandum of her war-aims that was drawn up in 1914 by Herr Erzberger and approved, in principle, by the German Chancellor, General von Moltke, and Admiral von Tirpitz. In that document it was proposed that after the signing of peace Germany should not tolerate on her frontiers any neutral country incapable of maintaining its own neutrality. She would throw off the unbearable tutelage of Great Britain in world politics, and would shatter the Russian colossus. She would control Belgium and the whole coast of France from Dunkirk to Boulogne with possession of the Channel Islands. Germany would carve an African empire out of the possessions of her prostrate foes, Austria receiving Egypt as her share of the spoil. Germany's demands for indemnities for the costs of the war should, it was urged, not be limited to the temporary financial capacity of an enemy State to make a big payment immediately, as long-term loans could be arranged. The payment by France could be arranged by reducing her budget and naval and military expenditure. Herr Erzberger submitted the necessity, in fixing indemnities, of considering the full reimbursement of the immediate cost of the war to Germany—estimated then at 10,000 million marks—and the payment of all war damage and the redemption

of all German State debts, of which 80 per cent. were caused by Colonial and military expenditure, and the creation of a large fund for the victims of the war. The demands, we may be sure, would have grown in proportion to the sacrifices involved in prosecuting the war for four or five years. If only for this reason we may still be thankful to the gallant men who offered their lives to frustrate Germany's ambitions. We believe that the peoples of the defeated States, also, will come to recognise their indebtedness to them when the feeling of resentment and humiliation has had time to die out. For the triumph of the Allies has freed our foes from the curse of militarism, and, though the legacy of debt which it has left be heavy to bear, more men will be available than hitherto for productive work and the burden of armaments will almost disappear.

The importation into the United Kingdom of dye stuffs is prohibited.

Six cases (six deaths) of bubonic plague were reported in the Colony on Friday.

The Bank of Canton has notified its intention of converting its silver capital into gold.

Messrs. John Johnstone and A. C. Little have been appointed Justices of the Peace.

Four more Chinese have been arrested by the Police in connection with the fight in Jubilee Street.

The members of the Engineers and Shipbuilders' Institute inspected H.M.S. "Orion" on Saturday morning.

On Empire Day, May 21st, a cricket match will be played between Mr. Ponsonby-Fane's XI. and the United Services.

Trade with Alsace-Lorraine and such portions of Austria-Hungary, as are occupied by the Allied troops is now permitted.

Whilst fixing the awning to the launch "Lee Fat," a Chinese seaman fell overboard and was drowned. The body has not been recovered.

The names of Drs. A. W. T. Woo and Chung Ching Wang have been added to the list of medical practitioners entitled to practise in Hongkong.

Mr. C. L. Sanders, Mercantile Bank of India, has taken over the Hon. Secretaryship of the Royal Hongkong Golf Club from Mr. P. J. Wodehouse.

The "Liaison," which arrived in port on Friday, went into quarantine owing to an outbreak of cholera on board. Seven deaths occurred between Bangkok and Swatow.

Mr. W. O. Lambert has been appointed to act as First Assistant Government Marine Surveyor, and Mr. R. Hunter as a temporary assistant during the absence on leave of Mr. W. Russell.

An election will be held on May 21st, at the office of the Registrar of the Supreme Court, of a Justice of the Peace to serve on the Licensing Board during the absence of Mr. T. F. Hough. Nominations close on Thursday, at 4 p.m.

The light cruiser squadron formed for service in Eastern Waters, and under Command of Rear-Admiral G. H. Borrett, C.B., left England in April. The new squadron will be known as the Fifth Light Cruiser Squadron.

A Chinese who returned from banishment before the expiry of his sentence of ten years' and committed a felony was arrested by the Police, and sentenced to nine months' imprisonment by Mr. R. S. Lindell, at the Magistracy, on Saturday.

The Hongkong and Whampoa Dock Company have built 48 houses around Hungsham Bay for their employees. These houses will be occupied very shortly. The old houses, situated near the Docks, will be demolished to enable extension of the ship-yards.

Owing to the inclement weather, the golf match between the Kowloon C.C. and the U.S.E.C., which was to have been played off yesterday, at King's Park, Kowloon, had to be abandoned. These present, however, indulged in a series of friendly matches.

In view of the alarming increase in armed robberies recently, the Police have strengthened the night patrols in the principal streets. Where, formerly, there was one constable on duty there are now five Indians, armed with rifles, under the charge of a European Sergeant, at the principal junctions.

On Saturday morning three Japanese cruisers—the "Iwata," "Chitose" and "Mitsukuni"—arrived in port. Vice-Admiral Chika landed at Blake Pier and was met by a guard-of-honour, furnished by the Manchester Regiment, under Command of Capt. Cohen. The Admiral was met by Mr. R. Ponsonby-Fane, Private Secretary to H.E. the Officer Administering the Government, Major Cassel and Lieut. G. W. Samson, A.D.C. to the C.O.C., all of whom accompanied him to Government House. The ships will remain in Hongkong for a week, and the local Japanese community are making arrangements to celebrate the visit.

CABLES.

FIGHTING BOLSHEVISM.
POLISH ARMY SUCCESSES.

PARIS, May 6th.
A telegram from Warsaw states that the Polish Army, assisted by aeroplanes, captured several villages north of Lemberg, which is now freed from bombardment, and captured much booty. Bolshevik counter-offensives east of Vilna and Pinsk were repulsed.

BIG VICTORY IN THE MURMANSK DISTRICT.

LONDON, May 6th.
The War Office announces that a telegram from Murmansk, dated May 4th, states that our troops, on May 3rd, captured Mowikow, on the railway 25 miles south of Urozero, after strong resistance by 300 of the enemy and three armoured trains.

The success was all the more praiseworthy because it followed a long march and was not assisted by artillery, which it was not possible to bring up in time, as the repairs to the railway were incomplete.

The troops engaged consisted of the Royal Marines, the Slavo-British Legion, and a small detachment of Canadians, French and Americans. All showed splendid fighting qualities. Our losses were four killed and four wounded. Our troops are in the highest spirits.

BRITISH TROOPS IN RUSSIA.

LONDON, May 6th.
Reuter learns that besides sending troops to Egypt and India in order to relieve troops there who are due for demobilisation or, if necessary, to act as reinforcements, the garrison at Ireland must be increased.

As regards Russia, General Denikin, whose position is somewhat weakened by the loss of Odessa and Sebastopol, is only now beginning to receive satisfactory supplies of artillery, munitions, tanks, aeroplanes, and other war material, of which we are sending large quantities.

The response to the recent appeal for volunteers for Murmansk and Archangel is extremely gratifying. It is emphasised that we are indulging in no hare-brained expedition in North Russia, but, until the very large Russian Volunteer Army which is now in training is ready, it is incumbent on us to maintain there a force sufficient to defend from Bolshevik vengeance, those Russians who aided the Allies.

Bolshevik power is very much on the wane and only continues to exist owing to the feebleness of the opposition.

GERMANY'S TROUBLES.

RECRUDESCENCE OF FIGHTING IN MUNICH.

COPENHAGEN, May 6th.
A telegram from Munich dated May 6th, states that all the newspapers are appearing, except the communist newspaper *Ratfahre*, the editor of which was arrested and shot. The cash and valuables in the Banks are safe. The city is quiet, apart from isolated fusillades.

NUMEROUS CASUALTIES.

PARIS, May 6th.
A telegram from Munich states that the Spartacists' resistance was of a desperate character. The Government troops used flame-throwers when storming the breweries and Law Courts.
It is estimated that 150 were killed and 900 wounded. Over 1,600 were arrested. The hostages were shot at mid-night on April 30th. A Guards Regiment refusing to fire, Russians were called in to carry out the work. Several hostages were bludgeoned, and others bayoneted.

HUNGARY AT WAR.

HUNGARIAN TROOPS FLEEING.

PARIS, May 6th.
A Hungarian Soviet Government message states that M. Bela Kun, in a speech at the meeting of the Central Soviets, announced that the Hungarian troops were fleeing, but there was sufficient equipment at Budapest for 15 battalions of workers.

He asked whether the proletariat was willing to fight to the last breath for the Soviet dictatorship. All replied, "We will fight."
M. Bela Kun said that the military situation was desperate. Nevertheless, a minority was willing to defend Budapest to the last. He said: "We will make our front, not on Budapest, but on Theiss."

FAMINE IN RUSSIAN ARMENIA.

TERRIBLE CONDITIONS PREVAILING.

LONDON, May 6th.
The Times correspondent at Igdir, telegraphing on April 12th, via Constantinople, stated that the systematic removal and destruction of crops and food supplies by the Turkish troops in southern Russian Armenia, had left the country famine-stricken.

The supply of food at Igdir was insufficient to keep more than a fraction of the population alive. Many families were feeding on grass and would die unless proper food was supplied.

Some daily portions of the corpses, in some cases, had been cut off for food by refugees.

The correspondent had himself seen, in the cemetery, remains of bodies, dug up at night, partially consumed by starving people.

The conditions in the surrounding villages was reported worse than at Igdir.

INTERNATIONAL LABOUR CONFERENCE.
THE PRELIMINARY ORGANISING COMMITTEE.

LONDON, May 7th.

The following constitute the preliminary Organising Committee, in connection with the International Labour Conference meeting at Washington in October:—Chairman, M. Fontaine, France; Mr. Shaw, United States; Sir Malcolm Delevingne, Britain; Signor Castiglione, Italy; Mr. Oka, Japan; M. Mahaim, Belgium; and M. Rappard, Switzerland.

The Committee has commenced its sittings in London and is collecting data as regards the agenda for the Washington Conference. The agenda will include the principle of an eight-hour day, unemployment, women's employment before and after child-birth, including the question of maternity benefits during night-time, and in unhealthy processes, employment of children and the minimum age, during night-time, in unhealthy processes, extension and application of the International Conventions adopted in Berne in 1906 on the prohibition and use of white phosphorus for the manufacture of matches.

THE PEACE CONFERENCE.

PROTESTS AT A PRIVATE SESSION.

PARIS, May 6th.

At a private plenary session of the Peace Conference, China briefly and formally protested concerning the disposal of Kioochau. The protest was noted.

PORTUGAL DISSATISFIED.

Portugal expressed dissatisfaction as regards the treatment accorded to her.

FRANCE WANTS FURTHER SECURITY.

Marshal Foch urged that the security given to France was inadequate, militarily, and that the Treaty should not be signed. He emphasised the necessity of the French holding the Rhine bridgeheads. He said that the occupation, limited to fifteen years, was insufficient.

AT THE MEETING WITH THE GERMANS.

The following additional Delegations have been granted representation at the Conference with the Germans on May 7th:—China, Siam, Cuba, Guatemala, Nicaragua, Haiti, Panama, Liberia and Honduras.

THE ITALIAN DELEGATION.

PARIS, May 6th.
The credentials of the Italian Delegation were handed to the German plenipotentiaries this morning.

PEACE CELEBRATION AT HOME.

NAVAL MEN TO BE ENTERTAINED.

LONDON, May 6th.

In the House of Commons, replying to Commander Bellairs, Dr. T. J. Macnamara stated that a public reception would be given to Admiral Beatty and the officers and men of the Naval Force which had been engaged in the war, as a part of the Peace Celebrations.

FINLAND.

BRITAIN RECOGNISES NEW GOVERNMENT.

LONDON, May 6th.
In the House of Commons, replying to Mr. Clem Edwards, Mr. Cecil Harmsworth stated that the Government now recognised the independence of Finland (Obers) and, de facto, the Finnish Government.

LORD GLENTANAR.

AN ESTATE OF £4,324,000.

Lord Glentanar left an estate, of £4,324,000.
[Lord Glentanar was Mr. George Coats, Director of Messrs. J. & P. Coats, of cotton thread fame, until 1918.]

EXPLOSION OF AN AMMUNITION DUMP.

CASUALTIES UNKNOWN.

BRUSSELS, May 6th.

An ammunition dump exploded at Groenendael. Several farms and houses were destroyed, and the wood set on fire. Six hundred German prisoners escaped, but 150 were afterwards found. The casualties are unknown. Shells are still exploding.

SIR WILLIAM BABBIE.

PLACED ON RETIRED PAY.

LONDON, May 6th.

According to the Gazette, Sir William Babbie has been placed on the retired pay list, with the honorary rank of Lieutenant-General.

WAR SERVICE AWARDS.

PROMOTIONS GAZETTED.

LONDON, May 6th.

The promotions are gazetted of Admirals Jellicoe and Beatty, in recognition of war services.

THE SILVER MARKET.

MAXIMUM PRICE ABROGATED.

WASHINGTON, May 8th.
The Government have abrogated the maximum price of 101 cents per ounce of silver fixed on August 15th last.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

RICE SHORTAGE IN SINGAPORE.

SINGAPORE, May 7th.

The price of rice has risen some \$220 per koya in the past week.

See Tiong Wah, the Comptroller of the Hongkong Bank, and Nah Wee Liat propose the formation of a Benevolent Society to buy rice wholesale and distribute it to the poor at a fixed price. They opened a subscription list with \$5,000 each.

[THROUGH REUTER'S AGENCY.]

CHINA NOT TO BE ADMITTED TO CONFERENCE CHAMBER.

PARIS, May 6th.

The Chinese Delegation have appealed to President Wilson against the arrangements for the presentation of the Peace Treaty to the Germans whereby China, Siam and other small Powers are not to be admitted to the Conference Chamber.

It is explained that only those States which gave effective help during the war have been chosen to be represented at the ceremony, namely, the Associated Powers, British Dominions, India, Japan, Belgium, Brazil, Greece, Portugal, Serbia, Poland, Rumania, and Czechoslovakia.

CHINA LIMITS EXTRATERRITORIALITY.

[FROM OUR OWN CORRESPONDENT]

PEKING, April 30th.

Citizens of newly-created States are not to enjoy the privileges of extraterritoriality but are to come under Chinese law when resident in this country. This decision is conveyed in an important Presidential mandate issued two days ago. The abolition of extraterritoriality represents a Chinese ambition which is not likely to be realised yet a while, though it is understood that the Chinese delegates at the Peace Conference in Paris have been instructed to press for it.

Still, the decision under notice marks the beginning of the end, which may still be distant, of extraterritoriality. As one writer points out, technically, no foreigners may reside in China except under Treaty stipulation, but China has found it impossible to insist upon the strict observance of such stipulation much to her embarrassment when foreigners suffer at the hands of ignorant soldiery or unbridled bandits.

As the mandate points out, the decision regarding the citizens of new States entering China is not without precedent. In October, 1908, the Foreign Office instructed provincial authorities that citizens of non-treaty Powers should not enjoy the protection of the Consular authorities of the Treaty Powers, but in practice this regulation has been a dead letter, as Greeks and Rumanians in China have been under French protection.

It is pointed out that in some respects the citizens of new States will have an advantage over other foreigners inasmuch as, not being restricted by Treaty stipulations, they can carry on business, open mines, and undertake other operations forbidden to Treaty Power foreigners.

The mandate reads:—
"It should be remembered that when subjects of foreign countries not in treaty relations with this country either travel or reside in China, they shall be subject to the laws of this land. No third country can justify itself in affording protection to such alien subjects under its own law. A circular order to this effect was issued to the provinces by the then Waiwupu in the 6th month of the 34th year of the reign of Kuang Hsu in the last Ching dynasty."

It is pointed out that if any foreign Power hitherto having no treaty relations with this country wishes to conclude Treaties with us she shall be given to understand that such Treaties shall be stipulated in a spirit of equity and justice to both parties. Those countries, which lately separated themselves from their mother countries and formed new independent States shall have no claim to the rights and privileges which their mother countries have been enjoying in China under special Treaty stipulations. As there are not a few alien subjects of such newly-formed States resident in this country, they shall hereafter be subject to the Chinese laws and orders in regard to their payment of taxes and the conduct of law-suits. Representations based upon the precedent just cited above should be made to any foreign Power against the validity of its claim, should the latter demand the right to look after the interests of such Treaty alien subjects. A set of regulations relative to the administration of such alien subjects should be promptly promulgated for the guidance of the local officials in handling such cases. The Kuowuyuan is hereby ordered to instruct the different Government organs concerned to draw up draft copies of such regulations and submit the same to us for adoption.

For the information of the local officials, circular notifications to the above effect should also be issued to the provinces.

The Anglican Bishop of Honan, Rt. Rev. W. White, D.D., has been decorated with the Order of the Excellent Cross, Second Class, in recognition of valuable services rendered in the province of Honan.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, April 30th.

PEKING PROSPECTS DIMMED.

Though a deadlock has not yet been reported for the second time it is feared that this unhappy result may be brought about again, the present sessions of the Peace Conference, when they do take place, being characterised by a lack of interest which portends the worst. Charges and counter-charges are being made indicative of a lack of confidence in those entrusted with the duty of finding a basis of settlement which will bring peace to the country and reunite the nation, while the apparent impossibility of coming to an agreement in respect of the two Parliaments is an additional factor operating against optimism as to the outcome of the Conference. The best that can be said at the moment is that there is always hope so long as the delegates of the two parties remain together in Shanghai and the President continues his good offices in the way of bridging shisms and reconciling opposing factions. But, for all that, the outlook to-day is not very bright. Tomorrow it may be more rosé.

THE QUESTION OF TSINGTAU.

The decision of the "Big Five" that Tsingtau should be placed under the administration of the "Big Five," even temporarily, has roused the Chinese to express themselves very strongly on this subject. Press and Parliament have voiced national aspirations very pungently. They demand that Tsingtau should be awarded either to China or to Japan, with, of course, the suggestion that if justice be done it must be restored to China. Not unnaturally, they have carried a large section of the populace with them. The problem, however, is not so easy as so many lightly assert. There are entangling treaties which cannot be disregarded as mere "scraps of paper." These confuse the issue, for it was their existence which created the arrangement required for the crushing of German militarism. The first duty of the Peace Conference is to arrange terms of peace. When that has been accomplished other things may follow.

Not all of them immediately, but in due course. Happily, the Chinese delegation in Paris realise the difficulties of those who would rearrange the world on a basis of lasting peace. They see that if Japan should follow the example of Italy the Peace Conference will be wrecked, the League of Nations frustrated, and Chinese hopes of tardy justice doomed to disappointment. This is the inference to be drawn from telegrams received in Peking from Minister Lu Tseng-hsiang, and it is to be hoped the Government will take the people into their confidence and explain the difficulties of the situation and the wisdom of not expecting too much. The Government itself must have anticipated such a result as has now been reported, but others may have been misled into viewing the Peace Conference as a benevolent Father Christmas dropping gifts into Chinese hands.

PROSPECT OF DEAR RICE.
The continued drought and prolongation of high winds is causing the farmers much anxiety. Crops are suffering, and the poorer people are dreading the prospect of dear rice which faces them before the year is out.

CHINESE RED CROSS.
Admiral Tsi Ting-kan, who has just returned from Shanghai, where he supervised the deportation of Germans, has been appointed Vice-President of the Chinese Red Cross. The Admiral is a worker, and the appointment promises well for the increased usefulness of this organisation.

THE DAYLIGHT SAVING SCHEME.
The Telegraph Administration has capitulated. It reverted to proper time from Monday midnight. Peking seems disinclined to get up an hour earlier in the morning or retire to rest sooner at night. To sit down to dinner in any but an artificial light is unthinkable, while most people would be late for evening engagements were it not for the approach of darkness giving the requisite warning. Moreover, it would mean playing tennis up to eight o'clock (new time) when we ought to be at home. Socially and domestically, Peking does not want to adopt the measure.

DISSENSION AMONGST CHINA'S DELEGATES AT PARIS.
It has long been known that there was dissension in the Chinese peace camp in Paris. Startling confirmation was forthcoming when the report was circulated here that Dr. Wellington Koo had gone over to the enemy. A report which came from Chinese delegates in Paris. Such action is most reprehensible. It is the characteristic Chinese trait of permitting personalities to prevail over principles. It certainly is not playing the game. For one or more delegates to attempt to discredit another is not merely an offence against the individual concerned but is an offence against his country, which is also discredited. The incident is all the more regrettable because men who ought to know better, and from whom much was expected, are responsible.

The total output of the Kailan Mining Administration's mines for the week ending April 28th amounted to 74,303 tons and the sales to 62,000 tons.

KOREAN INDEPENDENCE MOVEMENT.

THE COVENANT.

Appended is a translation of the national covenant issued by the Korean Provisional Government:—

"To the twenty millions of our esteemed and beloved brethren. From March 1st of the first year of our Republic, when the Declaration of Independence of the Ta Han people was issued, all classes, and all religions, men women, old and young, have firmly united in this movement as one people.

"But Japan, the Germany of the Far East, without the feelings of humanity, has cruelly oppressed our righteous purpose and shamefully treated our people. Yet our people, with the strongest desire for liberty and Independence, have shown their love for correct principle, principles, and human justice. To-day the world, also, has manifested fellow feelings and sympathy toward us.

"The entire nation, realizing their responsibility at this time, have by their representatives now organized this Provisional Government. And we, the Provisional Government, with the same spirit of the people, with our whole energy, have taken up our duty, and have announced our intention to follow correct principles in relation to other nations, and we swear that we will obey the will of our people and regain the glory of our land.

"Brothers! strongly arise! Every drop of blood shed will bring the blessings of liberty to your children for a thousand generations! God will establish righteousness. Our humanity will transform Japan's savage cruelty. Our correct principles are stronger than her wild force. Brothers arise!"

Signed by the Korean Provisional Government.

PROVISIONAL CONSTITUTION.

The following text of the Provisional Constitution of the Korean Republic has been printed and circulated in Korea by the representatives of the Provisional Government of the Provisional Constitution of the Ta Han Republic:—

"By the will of God, the people of Korea, both within and without of the country, have united in a peaceful Declaration of their Independence, and for over one month have carried on their demonstrations, in over 300 districts, and because of their faith in the movement, have by their representatives, chosen a Provisional Government to carry on to completion this independence, and to preserve blessings for our children and grandchildren. The Provisional Government, in its Council of State, has decided on a Provisional Constitution which it now proclaims:—

Article 1.—The Han (Korean) Republic shall follow Republican rules.
Article 2.—All powers of State shall rest with the Provisional Council of State of the Provisional Government.

Article 3.—There shall be no class distinction among the citizens of the Ta Han Republic, but men and women, noble and common, rich and poor, shall have equality.
Article 4.—The citizens of the Ta Han Republic shall have religious freedom, freedom of speech, freedom of writing and publication, the right of public meetings, and the formation of social organisations, and the full right to choose their dwellings or change their abode.

Article 5.—The citizens of the Ta Han Republic shall have the right to vote for all public officials, or to be elected to public office.
Article 6.—Citizens will be subject to compulsory education and military service, and the payment of taxes.

Article 7.—Since by the will of God the Ta Han Republic has arisen in the world, and has come forward as a tribute to the world-peace and civilisation, for this reason we wish to become a member of the League of Nations.
Article 8.—The Ta Han Republic will extend benevolent treatment to the former Imperial family.

Article 9.—The death penalty, corporal punishment, and public prostitution will be abolished.
Article 10.—Within one year after the signing back of our land, the National Congress will be convened.

Signed by the Provisional President of the Council of State.
The Provisional Secretary of State.
Minister of Foreign Affairs.
Minister of Home Affairs.
Minister of Finance.
Minister of War.
Minister of Communications.

In the 1st year of the Ta Han Republic, 4th month (April).
Then follow Six Principles of Government.

1.—We proclaim the equality of the people and the State.
2.—The life and property of foreigners shall be preserved.
3.—All political offenders shall be specially pardoned.
4.—We will observe all Treaties that shall be made with foreign Powers.
5.—We swear to stand by the independence of Korea.
6.—Those who disregard the orders of the Provisional Government will be regarded as enemies of the State.

PEKING MISSIONARIES' SYMPATHY.

Peking missionaries express sympathy for Koreans. The Peking Missionary Association has passed the following resolution:—

"The Peking Missionary Association, deeply regretting the unhappy conditions in Korea and the sufferings of the Korean people caused by their revolt against Japanese suzerainty and their desire for independence, hereby expresses its profound sympathy with the missionary body and the different branches of the Christian Church in Korea under the present trying situation. Considering the repeated and apparently well-substantiated reports of unnecessary cruelty and violence enacted by the Japanese soldiers and

police, including acts of indecency upon women and girls, the Association earnestly hopes that the Government of H.I.M. the Emperor of Japan will find means to suppress any such acts of oppression on the part of military officers, soldiers, and police, and cause a searching enquiry to be made that those who have been guilty of reckless and uncalculated acts of cruelty and outrage may be called to strict account.

A MISSIONARY'S SERIOUS INDICTMENT.

A Missionary in Korea writes:—

"The examination of women who have been arrested for their activity in the independence movement is the most humiliating and disgraceful possible. It will have to be remembered, however, that the Japanese feel no shame when made in the presence of the other sex. On the other hand, the Chinese and Korean women have the same feeling of delicacy as Europeans.

"They feel intense shame when seen by another. The Japanese know this, and so when they put the Korean women in the question-box—this, mind you, is before they are condemned at all—they are stripped absolutely nude. They strip not after they get to the room where they are questioned, but in their rooms of confinement, and that by gendarmes. From here they have to walk across an open court, where they can be seen by any one who pleases. Sometimes they are accompanied by a Japanese female and sometimes not. It might also be said that each time they wash they have to take off the thin kimono which they wear in prison and stand naked before others while they wash.

"Their arraignment is before men, of course. The chief part of the examination is to make the pain of humiliation just as intense as possible. Unmarried girls as well as Bible women who have lived in homes of refinement, and have been used to nothing else than the courtesies due their sex, have thus been outrageously treated. They were called bad women in the most revolting terms—just because they had shouted on the street 'Hurrah for Korea!'

"Some women who tried to cover themselves with their hands had their hands tied behind them. One Bible woman had her arm wrenched out of its socket in this process. Some girls in being examined were commanded to get down on all fours and walk around, then told to imagine that they were walking on mirrors and to think how pretty they looked!

"But this is not all, some were kicked in their stomachs and otherwise roughly treated by these fiendish men. Their breasts were squeezed, as you would a cow, and sticks were used in ways which cannot be mentioned. Some of us have heard terrible tales about the German treatment of women in Belgium and France, and though the awful depths have not yet been reached, we see the training of the same school.

"In one section of the country the women are not safe in their homes during the day. They spend the daytime in the hills and come to their homes only at night.

"The Japanese are great sticklers for the truth when it comes from others, so let others read and understand. I have sworn statements from the women thus treated which can be produced, when needed."

Other foreign missionaries have sent accounts of like examination of women by the Japanese in different parts of Korea. These are by no means unusual or isolated cases.

CANTON NEWS.

CANTON, May 11th.

Books and other printed matter inciting the people to revolt are being circulated. The police have been ordered to arrest any sellers of such literature which is regarded as part of the Bolshevik propaganda.

ROBBERY OF THE STANDARD OIL COMPANY.

The American Consul has reported to the Tsuchan that a consignment of 700 tons of kerosene, which the Standard Oil Company sent to Waichow by a native junk, was seized by robbers in Waichow. The Tsuchan has ordered the local authorities to take stern measures to obtain recovery of the goods.

PEKING CABLE NEWS.

Chin Nung-fan, the Premier, tendered his resignation yesterday.

It is said that Tuan Chi-jui is to be asked to form a new Cabinet. More than five million dollars have been handed over to the Peking Government as the surplus of the salt revenue for April.

Tao Yu-lin, Minister for Foreign Affairs, is living in the Japanese Legation, as he fears assassination.

WOMAN'S SYMPATHY.

An incident—distressing to the victim, but which furnished some amusement to the spectators—occurred at the Kowloon ferry pier yesterday.

A Chinese, dressed in Chinese attire, boarded the ferry-boat to the Kowloon, and was about to disembark. He was suddenly seized by a young lady friend, who, having heard the gangway was hoisted up, did he realise that it was time to say good-bye and go. At that moment he was away from his lady friend, who attempted to jump on to the landing stage—a distance of about six feet. He miscalculated the space, however, and fell into the water. After some little commotion he was fished out looking the picture of abject misery—but otherwise none the worse for the unfortunate experience. Everyone laughed, and, "unkindness at all"—the young lady friend seemed to be the most unrestrained in her amusement. The youth could only vent his feelings by shaking a clenched fist at the maiden and at the boat, and then he turned and made his way homeward. So quickly are love's illusions shattered.

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4,000 " 3.00	4,000 " 2.00
5,000 " 4.00	5,000 " 2.50

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Gravel, Pains in the Back, Gout, Rheumatism, etc.
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FORTY-EIGHT HOURS
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THE CHANNEL TUNNEL. WORK TO BE UNDERTAKEN SHORTLY.

Britain and France have agreed to go
ahead with the Channel Tunnel. Work
at both ends will be started without
undue delay.

This decision, crowning a series of
years, was announced by Mr. Bonar Law
in the House of Commons on March 10th.
I am in communication with the
Prime Minister," he said, "on the sub-
ject of approaching the French Govern-
ment with a view to beginning immedi-
ately the construction of the tunnel in
order to find work for discharged
soldiers."

At last the difficulties, real and con-
jectured, have disappeared, and the vital
submarine link between England and the
continent so persistently advocated will
be an established fact within the next
few years.

COMMERCIAL ADVANTAGES.

Commercially the advantages of a
tunnel are so obvious that they scarcely
need emphasis—quicker transit of goods
from our great manufacturing centres to
the markets of Europe and beyond; sav-
ing of shipping tonnage, and labour of
loading and unloading; an inevitable
and enormous increase in passenger
traffic; and abolition of delays and vexa-
tions incidental to the sea journey.

Strategically, the importance of the
scheme in the swift movement of troops
has been demonstrated in the present
war, during which the ability to convey
men quickly across the Channel would
have had far-reaching effects in several
military crises.

FRANCE READY TO BEGIN.

Board of Trade officials have been in
Paris quite recently in connection with
the matter and there they found that the
French authorities were prepared to be-
gin work from their side simultaneously
with us.

The name of Sir Francis Fox is men-
tioned as the engineer who may have
charge of the work in the English section.

Originally the scheme was estimated to
cost from 15 to 16 millions, but, with the
increase in the price of materials and
wages, the sum required will be about 20
millions. Improved tunnelling machin-
ery will result in a speeding up of the
actual construction, which will occupy
from four to five years.

HALF AN HOUR'S RUN ACROSS.

According to the plan that experts
regard as feasible, the opening of the
tunnel in England will be just behind
Dover, and in France just behind Cape
Grisnez, and the journey between these
two points will be accomplished in half
an hour.

One of the principal engineering
difficulties will be the quick removal of
the huge quantities of chalk excavated
by the revolving cutters which it is pro-
posed to use. As at present suggested,
the chalk will be removed from the
"face" by high-speed endless belts.

TWO TUBES 150 FEET UNDER SEA.

According to the plan of the House
of Commons' Channel Tunnel Committee,
the tunnel will consist of two tubes, cap-
able of transporting 30,000 passengers
and 30,000 tons of goods each way in
twenty hours. Ordinary railway rolling-
stock, including sleeping and dining
cars, will be able to run over the route,
and there is no doubt at all that the
volume of traffic will be such that within
fifteen years of the tunnel being opened
it will be found necessary to construct
two additional tubes.

The tubes will lie 150ft. under the
bed of the Channel—so that they will be
immune from the effects of a bomb in
the event of war breaking out—and the
construction will enable the tunnel to
be flooded from floor to roof for a dis-
tance of a mile should the military neces-
sity arise.

It is recognized that a huge terminus
will have to be built in London to accom-
modate the additional railway traffic
that the tunnel will produce, and the pro-
posed site for this is in the neighbour-
hood of Waterloo. This terminus would
probably be the greatest in Europe.

FIFTY YEARS' AGITATION.

BARON D'ERLANGER ON THE WORK OF THE
TUNNEL COMPANY.

Baron D'Erlander, chairman of the
British Channel Tunnel Co., who returned
from Paris on Sunday, told a *Daily*
Chronicle representative that responsible
Frenchmen with whom he had conversed
in the capital were dubious as to whether
the British Government had been con-
verted to the scheme.

"But I was able to assure them," he
said, "that the conversion had taken
place. I was naturally very pleased to
learn during the afternoon that Mr.
Bonar Law had announced the fact."

"For 50 years my company has been
working in connection with the proposed
tunnel, and I have every reason to hope
that it will now be permitted to carry
out the actual work—of course, under the
control of the Government. In that case
our principal engineers would be 'Sir
Francis Fox and Mr. P. C. Tempest, the
engineer to the S.E. and C.R."

"In the course of those 50 years I
calculate that the company has expended
nearly £250,000. The French company,
has obtained a concession from their
Government which holds good for 99
years after the Tunnel is opened; we
have no such concession."

"The cost under present conditions
will be about £20,000,000—a figure which
will be influenced by the decision as to
the site for the opening of the tunnel.
If it is further inland than now proposed
the tunnel will be longer and the cost
larger."

"Some time must elapse before the
work can be started—and then, as the
face of the tubes will be comparatively
small—and the excavation mostly
accomplished by electrical devices, the
numbers employed directly, though con-
siderable, will not be nearly so extensive
as those indirectly employed."

(Continued at foot of next column.)

OUR AIR FORCE.

PERSONNEL, 79,570; EXPENDI-
TURE, £88,500,000.

Air Force estimates for 1916-20, issued
on March 12th, show a maximum estab-
lishment at home and abroad, exclusive
of units serving in India, of 150,000. Of
this total, however, 70,400 officers and men
are in course of demobilisation, so that
the number of all ranks to be retained
during the period of occupation is 79,570.
Below are the principal figures:—

Armies of occupation 20,600
Home and Colonial establishments 58,970

Total on semi-permanent footing 79,570
In course of demobilisation 70,400

Grand total 150,000

As regards expenditure, the total esti-
mate, in respect of the new financial year
is £88,500,000. For 1915-16 the expendi-
ture is estimated to amount to £71,000,000,
but it is explained that the estimate of
£88,500,000 for 1916-20 includes approx-
imately £21,000,000 in respect of services
which, in 1915-16, were borne mainly by
Ministry of Munitions funds, and to some
extent by Army funds. What addition to
the current year's expenditure of
£71,000,000 these charges involved is not
stated, but presumably is largely exceed-
ed the £21,000,000 included in the new
vote.

A vote on account of £15,000,000 is
asked for, representing five months' ex-
penditure.

Appended are details of the strength
of the force to be retained at home and
abroad, exclusive of India, when the de-
mobilisation now in progress has been
completed:—

ARMIES OF OCCUPATION.	OFFICERS.	OTHERS.	TOTAL.
Army of the Rhine, including troops in France and Belgium	1,620	15,900	17,420
Armies of the Middle East:—			
Italy	10	50	60
Egypt and Palestine	1,030	1,800	2,830
Mesopotamia and North Persia	160	1,180	1,340
Home and Colonial Establishments, including units in Russia and with the Grand Fleet	4,300	54,670	58,970
Total	6,970	73,300	79,570

The following explanatory notes are added:—

The figure of 79,570 represents the total number of officers and other ranks to be retained during the period of occupation, exclusive of formations stationed in India.

The total of 150,000 is the maximum number of personnel of the Royal Air Force estimated to be serving on any day during the year covered by this estimate, but the lesser number of 79,570 should, under the present scheme of demobilisation, be reached at an early date.

Those who have passed through dis-
persal stations, but whose period of fur-
lough will not have expired by March
31st, 1916, have been included in the number of 70,400 shown as being in course of demobilisation.

TWO NEW TOWNS.

WORKERS' COLONIES OF TEN OR TWELVE THOUSAND.

A high authority on the construction
of tunnels told a *Daily Chronicle* repre-
sentative that there were no great dif-
ficulties in the building of the tunnel, and
it ought to be one of the quickest jobs
ever done.

"The first thing," he said, "will be to
build a town—or, rather, two towns, one
on each side—for housing the workmen
and their families. These towns ought to
be made to hold ten or twelve thousand
people."

It is impossible to say how long the
tunnel will take to construct until we
know what machinery will be used."

NATIONAL BENEFITS.

Sir Algernon Freeman Firth, President
of the Associated Chambers of Commerce
of the United Kingdom:

Quick transit means business. It is for
this reason, if for no other, that I hail
the tunnel as a primordial necessity for
our commerce and industry. There is
scarcely any trade or manufacturing
process in the country that would not
benefit.

SHIPPING.
Mr. Alfred S. Williams, one of the
founding members of the Atlantic Transport
Line:

It is true some small shipping interests
will be prejudicially affected by the
tunnel, but they are very small.
The tunnel, I am convinced,
would be of even greater financial benefit
to England than to our Continental
friends.

NAVAL.
Admiral Degouty, French Naval Ex-
pert:

From a military point of view it would
be easy to prevent its use by enemy
troops, in time of war, by a simple in-
stallation and by mounting machine-guns
at the entrance. I do not see what mili-
tary objection can be taken to the enter-
prise. It is a means for us and our
descendants of dealing quickly with the
disturbers of the world's peace.

NATIONAL DEFENCE.
Lord Sydenham:

The failure to construct a tunnel has
proved a gross naval and military dis-
advantage at the greatest crisis in our
history. While the national advantages
appear to be assured, I attach as great
importance to the political effects of the
abandonment of the policy of railway
cleavage from the outside world.

ENGLAND.
Sir Francis Fox, the noted expert on
Tunnelling:

The whole of the work will be construct-
ed in the bed of grey or Cretaceous chalk,
which has an average thickness of nearly
200 feet, and constitutes an ideal
material in which to carry through such
excavations. There would be no
engineering difficulty in running trains
at intervals of as little as five minutes,
if necessary, and the journey from
London to Paris would be accomplished
in less than six hours.

DESOLATION AT KIEL. SIGNS OF A HUMBLED SPIRIT AMONG THE GERMANS.

SILENT ENMITY.

[BY MISS CECIL CHESTERTON.]

On Board the U.S. Transport
Westward Ho.
In the Baltic, February 25th.

Our journey from Falmouth to the
Baltic has been protracted and advan-
turous owing to bad weather and drift-
ing mines. Several times we have had
narrow escapes. Once in the North Sea,
but for the fine seamanship of the cap-
tain, the *Westward Ho!* would have been
blown to pieces.

It was off the Dogger Bank that I wit-
nessed one of the most impressive scenes
of my life. The night was misty, the
sea very smooth. Suddenly a great Ger-
man cruiser, blazing with light, shot
past us, followed by a line of steam tugs,
each with its attendant steamship. What
their appearance was amazing. What
were they doing? And then the mystery
was solved. The cruiser took up a posi-
tion and began to signal with her power-
ful flashlight. Silent and swift came the
answer. Five British men-of-war broke
through the mist. The bunch of sub-
marines were handed over, another act
in the drama of Germany's downfall was
complete.

TEARS OF JOY.

The Dogger Bank was where we
shipped our first German pilot, who took
us to the mouth of the Kiel Canal. He
was a man of sixty. He steered the flag-
ship of the German admiral at the battle
of Jutland, and claims that he was the
first to sight the British Fleet. He was
a lean and hungry Hun, and his mili-
tary ardour seemed quenched.

The pilot who took us a certain dis-
tance up the Kiel Canal was the embodi-
ment of militarism. He had belonged
to the command of U boat 151, and,
although he was on board an American
ship, boasted in a typically Prussian
fashion of the damage his submarine had
done in North Carolina. He referred
with pride to the bombardment of Char-
leston and Wilmington, and exhibited
his Iron Cross and other decorations.

It happened that the officer to whom
the pilot was speaking came from Wil-
mington. His home was one of those
that had been destroyed. I can think of
nothing that more clearly marks the
difference in the psychology of the two
nations—the Prussian who boasted of
the outrage, the American who under
such intense provocation still retained
his courtesy and self-control.

TIPITZ BLAMED.

There was a marked change in the
German officials who visited us at Kiel.
They were civil, almost humble, in their
demeanour. One of the harbour engi-
neers gave us his opinion that the
discipline of the German nation was
slowly disintegrating.

Throughout our passage of the Kiel
Canal I was impressed by the curious
apathy of the people. The country, cul-
tivated with the greatest care, was
brightened by a burst of spring sunshine.
The villages skirting the banks looked
clean and well to do. The children seemed
clean and healthy and comfortably clothed.
Physically the war has not touched the
people—their homes are still intact. But
in spite of the state of German
efficiency—the railway bridges spanning
the Canal are triumphs of engineering
skill—the land, like the people, suggests
a curious desolation—the virtue has gone
out of them.

For the most part they received us in
silent enmity. Now and again a man
would spit at us as we passed—the Stars
and Stripes flew at our stern—and would
shriek out a curse, but the general im-
pression I received from these figures on
the bank was that of a still, almost fro-
zen, hate.

TRIUMPH OF LIBERTY.

It was when we left the canal and
steamed into Kiel Harbour that I began
to understand something of what these
people feel. Germany has been struck
in the very vitals of her pride. The
beautiful bay, skirted by softly undulat-
ing hills, where the Imperial navy used
to ride in all its insolence, is empty of
Dreadnoughts, cruisers, and submarines.
Nothing remains. At the entrance to
the harbour, the Kaiser Wilhelm's own
flag, the tricolour of France. Liberty on
the altar of despotism.

The *Westward Ho!* is the first of a
number of Polish relief ships despatched
by America. The Germans complain that
the United States are sending food to
the Poles so that they may become strong
enough to fight them.

As I write this we are anchored in the
Baltic off Fischland Light on account of
thick fog. In spite of our delay I am
quite happy. There are a thousand
things to see and hear, and the charm
and novelty of the life are indescribable.
I feel sure that the *Daily Express*
will permit me, through its columns, to
thank the officers and crew of the *West-
ward Ho!* for their hospitality to the
press. I am inordinately proud to be
aboard the first woman allowed to
travel in an American Army transport.
—Express.

CHAIR OF BUSINESS METHODS.

Edinburgh University Court have ap-
proved a proposal to purchase a site for
the extension of the university. A gift
of £10,000 to further progress in the study
and teaching of some subject related to
surgery, by endowing a lectureship, in
orthopaedics, has been accepted by the
Court, who have also agreed to accept an
offer of £15,000 for the foundation of a
chair in accounting and business method,
made by the Edinburgh and Leith Cham-
bers of Commerce, the Edinburgh Mar-
chant Company, Leith Shipowners
Society, and the Institute of Bankers in
Scotland.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Name: EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transports from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents

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(REDFERN & BUCKNELL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. & Co., Canton.

THE BANK LINE, LIMITED.

General Agents

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
SWATOW and BANGKOK	"CHIN HUA"	On 13th May, 10 A.M.	
SHANGHAI	"TEAN"	On 13th May, Noon.	
SWATOW and SINGAPORE	"LIAN"	On 13th May, 3 P.M.	
MANILA, Cebu & ILOILO	"TAMING"	On 14th May, 3 P.M.	
SHANGHAI	"SUNNING"	On 14th May, Noon.	
SHANGHAI & TUNGSHAI	"CHEYAN"	On 15th May, Noon.	
HAIPHONG	"KAI FONG"	On 15th May, 10 A.M.	
WATSWAY, Cebu & Tientsin	"KUI CHOW"	On 15th May, Noon.	
SWATOW and BANGKOK	"CHANGCHOW"	On 15th May, Noon.	
SHANGHAI	"SUI YANG"	On 22nd May, Noon.	

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

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Agents

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HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR

SWATOW, AMOY AND BOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"HAITAN"	Capt. A. H. Stewart	FRIDAY, 18th May, at 1 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY, 20th May, at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIE & CO.,
General Managers

PACIFIC MAIL S.S. CO.
U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" and "COLOMBIA,"
14,000 tons each.

HONGKONG TO SAN FRANCISCO,
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S. "COLOMBIA"	May 21st, 1919.
S.S. "VENEZUELA"	June 18th, 1919.
S.S. "ECUADOR"	July 14th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the standard of passenger comfort is maintained.

These are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41. COMPANY'S OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAYA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST and SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at MARSEILLES about	Due at LONDON about
NEURALIA	23rd May, Noon.	Mid. June	June.

FOR
BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at BOMBAY about
DILWARA	23rd May	11th June.

FOR
CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR ... end of May ... June

SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI Only.
ARRATOON APCAR	15th May	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY—FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
25 Des Voeux Road Central, HONGKONG.

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA		
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU ... 12,780 Tons	24th May, at 11 A.M.
SHANGHAI and KOBE		
LONDON via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SHIDZUOKA MARU 12,520 Tons	17th May, at Noon.
MELBOURNE via MANILA, ZAMBOANGA, TUES, B, TOWNSVILLE, BRISBANE and SYDNEY	KAGA MARU ... 12,300 Tons	31st May, at Noon.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	AKI MARU ... 12,300 Tons	31st May, at 11 A.M.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	TATSUNO MARU 14,530 Tons	27th May.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAIFUKU MARU ... 12,000 Tons	12th May.
	TENZAN MARU ... 12,000 Tons	Middle May.

† Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

via
MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, TOKYO, HONOLULU, SEATTLE.
Operated by the magnificent and splendidly equipped passenger steamers
"FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU"
and "KATORI MARU," each of over 20,000 tons displacement.

† FUSHIMI MARU ... 21,020 Tons ... 31st May, at 11 A.M.
† Omitting Manila and/or Honolulu.

Telephone 232 and 233.

For further information apply to

NIPPON YUSEN KAISHA,
G. YASUDA, Manager.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU,
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons	Leave Hongkong
SHINYO MARU	21,000	May 23rd.
SIBERIA MARU	20,000	May 31st, From YOKOHAMA.
PERSIA MARU	20,000	June 18th.
KOREA MARU	20,000	June 26th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, OZU, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamer	Tons	Leave Hongkong
KIYO MARU	17,500	July, 15th
SEIYO MARU	14,000	Nov. 4th.

These are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

Telephone 2374 and 2375. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 12th June
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, PORT SAID	"PAUL LECAT" ... 20,000	On or about 13th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building,
Telephone 740.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.	"AMUR MARU" ... Tuesday, 20th May
"INDUS MARU" ... Monday, 2nd June	
"AMUR MARU" call Marseilles	
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.	"BURMA MARU" ... Monday, 26th May
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.	"HAWAII MARU" ... Saturday, 15th June
BOMBAY COLOMBO—Regular fortnightly service via Singapore.	"BURMA MARU" ... Monday, 26th May
SAIGON BANGKOK SINGAPORE—Regular Monthly service.	"UNNAN MARU" ... Sunday, 1st June
SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.	"NANKIN MARU" ... Sunday, 1st June
VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.	"AFRICA MARU" ... Thursday, 22nd May
HAIPHONG—Three times a Month service.	"DAITOKU MARU" ... Wednesday, 3rd May
JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.	

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.
"SOSHU MARU" ... Thursday, 22nd May, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

K. YAMASAKI,
Manager,
No. 1, Queen's Building,
Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" June 14th, 1919. "CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

Princo's Buildings O. H. RITTER, Freight and Passenger Agent, Ice House Street, Tel. 1943.

